

STAT

Central Intelligence Agency



Washington, D. C. 20505

2 FEB 1984

The Honorable Frank R. Wolf
Committee on Public Works
and Transportation
House of Representatives
Washington, D.C. 20515

Dear Mr. Wolf:

This letter is in response to your letter of 24 January 1984 concerning issues raised by the McLean Citizens Association.

To go directly to their concern, no action has been taken which forecloses any options for improving offsite roads. It was this fact that made the National Capital Planning Commission (NCPC) receptive to our request to allow us to proceed with the first bid package. An inherent feature of the site is the perimeter road that encircles the major facilities existing and planned. Because of this ring road, we are relatively unaffected by the location of intersections for our entrances. As we stated to the Commission, if it is necessary to relocate an entrance, a modification of the design will be required, but we are prepared to take that step.

Our efforts are proceeding in parallel on many issues. Preparing for construction and resolving the offsite roads issue are two such activities. At the time of the NCPC public hearing, we testified and did so based on the best information available to us at that time. The schedule for completion of the study of road alternatives was projected to be late December. After the NCPC action, new information came to us that the road study would be delivered immediately after the Christmas holidays. Since then, the study has slipped further as the review by Virginia Department of Highways and Transportation resulted in modifications to the draft report.

While the originally advertised schedule has not held, we believe the situation is still far from critical. The time between the NCPC approval of a design and actual construction is measured in months. As Mr. Gray's letter states, we have agreed not to sign any construction contract until at least April, and delivery of the road study is imminent. The Traffic Advisory Committee should have sufficient time to discuss and deliberate on the recommended alternatives. While we had hoped for a more relaxed schedule, there still is no apparent reason to believe meaningful results cannot be produced within the next several months.

I do not believe anyone has broken faith with the community. We carefully review each of our actions to ensure that it is consistent with agreements made

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The Honorable Frank R. Wolf

by ourselves, NCPC, yourself, and the State. You can be assured that I will discuss with you any action that might jeopardize your position. Please call on us for further information if we can be of assistance.

Sincerely,

[Redacted Signature]

Harry E. Fitzwater
Deputy Director
for
Administration

cc: Mr. Donald Bozarth,
National Capital Planning
Commission

OL/NBPO [Redacted] (02 Feb 84)

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Congress of the United States
House of Representatives
Washington, D.C. 20515

January 24, 1984

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Mr. Harry Fitzwater
Central Intelligence Agency
Washington, D.C. 20505

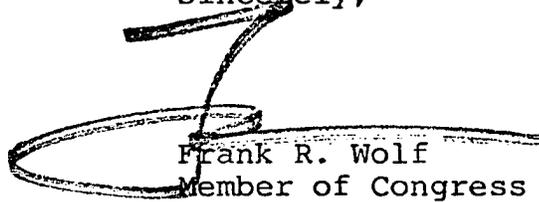
Dear Mr. Fitzwater:

I have enclosed a copy of a letter I received from the McLean Citizens Association expressing concern over the National Capital Planning Commission's final approval on Bid Package Number 1, in connection with the design plans for the CIA expansion.

I share the concern of the citizens over the timing of this approval, prior to addressing the road improvement alternatives. I would appreciate your evaluation of these concerns.

Thank you for your assistance.

Sincerely,


Frank R. Wolf
Member of Congress

FRW/ncb
enclosure

McLEAN CITIZENS ASSOCIATION

P. O. BOX 273
MCLEAN, VIRGINIA 22101

1200 Jossie Lane
McLean, Virginia 22102
January 17, 1984

The Honorable
Frank R. Wolf
United States House of Representatives
130 Cannon Building
Washington, D. C. 20515

JAN 20 1984

84-0028/4

My dear Mr. Wolf:

The Transportation Committee and Board of Directors of the McLean Citizens Association were very much distressed to learn many weeks after the fact of the action taken by the National Capital Planning Commission October 6 to reverse its earlier stance and approve construction plans for the expansion of the Central Intelligence Agency headquarters at Langley. Nancy Bennett of your staff seemed as surprised as we at the November 30 meeting of the CIA Traffic Advisory Committee when Lilla Richards told her about it.

We had understood that the Commission would not approve site and building plans until workable off-site road improvements had been agreed upon. As you phrased it at the June 28 meeting at the Agency, "Nothing would be set in concrete" until the problems of access for 3,000 additional employees had been worked out. Instead, the NCPC gave final approval to Bid Package No. 1 on December 1, and tied the road improvements to future approval of Bid Package No. 2.

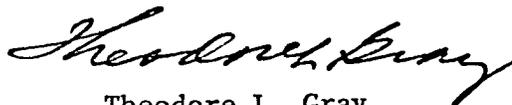
Bid Package No. 1 consists of about 12 per cent of the total project, and includes 2,400 lineal feet of new two-lane perimeter roadway, a 948-space temporary parking lot in the recreation field adjacent to the Fairbank Highway Research Station, and two new parking lots adjacent to the new parking garage. The garage will have three levels, 340' x 720', with a total of 2,368 parking spaces. Also to be "set in concrete" in the first bid package are the foundations for the new seven-story addition to the headquarters building.

We understand that there was an informal agreement made December 1 between the Commission Chairman and CIA representatives that no construction contracts would be let prior to April 1. However, according to [redacted] of the CIA New Building Project Office, the CIA Traffic Advisory Committee will not even see the consultant's "first cut" of alternatives for off-site road improvements before the end of January, almost two months later than originally expected.

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McLean families living close to the Georgetown Pike and Dolley Madison Boulevard entrances to the site are understandably concerned that a number of options may have been foreclosed by the Commission's change of heart.

Sincerely yours,



Theodore L. Gray
President, MCA